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[471]

maintained splendid establishments, called Solars, in the Capital, to which they repaired in the winter season, June, July and August, for social diversion.[29]

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The above citation is characteristic of the present-day views of many upper-class Baianos who identify themselves with this opulent era of the Recôncavo social evolution. The mythology engendered by the colonial sugar industry is outliving the engenho system. The wealth, pride, and ostentation of these fidalgos is undeniable. Within the limits of the provincial social environment, upper-class life was luxurious indeed. Compared with the upper-class society of the period in Europe or in the American South, however, social opportunities in the Recôncavo must have been rather limited. The casas

[342]

grandes—if the surviving specimens can be taken as typical--generally

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were rather modest plantation houses. Transportation was difficult: few engenhos had carriage roads, and travel was by horseback or

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palanquin. Social intercourse often was restricted to an ingrown

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local circle. Apparently many of the social needs of the upper class could not be met within the rural Recôncavo so that trips were made frequently to Salvador, Rio de Janeiro, and sometimes Paris.[30]

Little has been recorded of the way of life of the slaves and

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poor freemen in the Recôncavo. It is significant that both apologists and critics of slavery usually have agreed that the masters were relatively clement in the treatment of their slave laborers. These slaves were very valuable possessions, particularly after the British began to suppress the slave trade. Because absentee ownership and delegation of administration to people outside the family was not usual, the masters and slaves were perforce in daily contact. Out of these daily contacts between landholder and laborer, a relatively personal relationship was developed. Within the household, relation-

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ships were even more familiar. In addition, some of the slaves were

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241 over the forest or the caatinga. In most areas it is the second growth, not the cultivated fields, which dominates the landscape.

241 361 443 634 The scale of the maps accompanying the following sections does not allow the indication of one of the significant patterns of cropland distribution in the Recôncavo—the concentration of cultivation around the cidades, the political centers. Each cidade is the economic focus of its município and is usually the primary market for the products of its cultivators. The poorly developed system of transportation in the [489] rural areas puts a premium on proximity to the market center. Thus in most of the municípios there is a decrease in cultivation away from the cidade, and where the municípios are large, such as on the northern and western perimeter of the Recôncavo, cropland becomes very widely scattered 241 before the political boundary is reached. This centralized distribution 361 443 of cropland has been complicated by the development of roads and truck 491 traffic. Cultivators tend to cluster along the main highways with little regard for the absolute distance to the market of the cidade; accessibility as represented by time rather than distance seems to be the more important factor in choosing land for cultivation, providing that land is available. The pattern of concentration of cultivation along the highway is especially characteristic of the Upland sections of the Recôncavo.[1]

241 198 There are many exceptions to the modes of cropland distribution mentioned above. In the Recôncavo tradition and prestige often contravene direct economic self-interest. On a large scale the persistence of sugar cultivation is an example of the unwillingness to explore new sources of income. In other areas the traditional social advantages of land ownership may impede the subdivision of large properties into farms or rented plots, even where hired labor is not available to 000 cultivate the land efficiently. Livestock production, which offers

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243 The Recôncavo as a whole had 9,679 hectares of corn, with a production
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433 of 10,283 tons. Of this, 87 per cent of the area and 84 per cent of the production was in Santo Estêvão, Feira de Santana, and Irará (Maps 34, 35, and 36). The area and production of the Recôncavo were about the same as for one adjacent município, Serrinha, which had 8,500 hectares and 11,590 tons of corn in 1948.

243 Most of the corn grown and produced in the Recôncavo comes from
311 two compact concentrations, one around the cidade of Irará; the other around the cidade of Santo Estêvão. Elsewhere in the Recôncavo it is grown either on very widely scattered plots or as a "garden" crop.[23]

The concentration of corn production is the result of several physical and economic factors. It is cultivated on the dry margins of the Recôncavo, where only a few restricted areas can produce a crop.

243 Though a commercial product of moderate value, its weight- or bulk-price
[438] relationship is not highly favorable to long transportation to market—
[489] in contrast to tobacco, which tends to attach itself to even the smallest and most remote semi-subsistence plot, and in contrast to beef,
[491] which in Bahia is moved to market on the hoof. The concentration around Santo Estêvão, which is on the main trunk highway to Feira de Santana, is favorable for the transportation of the crop, and the Irará concentration is linked to Feira by a generally passable road.

[251] In the more humid parts of the Recôncavo, corn is restricted not only by its poor competitive position vis-à-vis sugar cane or tobacco, but also by its harvest requirements; it must be harvested and stored in the proper season, while manioc may be harvested as it is needed, a great advantage for a subsistence crop.

243 Corn, although the second most important subsistence crop of the
311 Recôncavo, occupied in 1948 only 12 per cent of the total cropland.
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BB 244 311 433 The total area in sweet potatoes in 1948 was 344 hectares, the total production, 2,565 tons. No single município grew more than 100 hectares nor produced over 1,000 tons (Maps 47 and 48). In Cachoeira and Maragogipe, 3 per cent of the total cropland was in sweet potatoes in 1948. The plants are grown on the slopes and in the sandier valley bottoms of the Intermediate Hills and are sold through the local markets. On a smaller scale, sweet potatoes are grown as a minor supplementary crop in the Southwestern Recôncavo. The mean Recôncavo yield was 7.5 tons per hectare, close to the mean Brazilian 1948-1950 yield of 8 tons per hectare. Sweet potatoes are grown in the Recôncavo both as "garden" crops for home consumption and as minor commercial crops for local exchange.

BB [438]

The total area in peanuts in 1948 was 550 hectares; the total production was 876 tons (Maps 49 and 50). There is some small commercial production in Maragogipe and in the Northern Recôncavo; in the former, 6 per cent of the total cropland was in peanuts in 1948, and in the latter, from 2 to 5 per cent. Yields calculated for municípios varied from .3 to 3.5 tons per hectare without discernible pattern. The mean yield was 1.6 tons per hectare, higher than the .97 tons per hectare of Brazil and the .89 tons per hectare of the United States.

BB 245 433 B [245 433] Bananas. The banana is the sole important subsistence crop of the Recôncavo which is of old world origin. Brazil is the world's leading producer of bananas, and the main centers of production are in Rio de Janeiro, São Paulo, and Minas Gerais. In the Recôncavo, bananas are grown primarily for subsistence and local exchange, but there are a few small commercial growers. Under the existing system of transportation, the long distance shipment of so bulky, heavy, perishable, and cheap a product is difficult.

BB [489]

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245 311 Within the Recôncavo coconut production is important along the sandy beach line of the island of Itaparica and along the ocean coast of Salvador, where coconuts are virtually the only agricultural product [133] (Maps 58, 59, and 60). The inner shores of the Bay, which rise abruptly [134] with rocky clay slopes, bear very few coconuts, except in a low-lying sandy zone along the estuary of the Paraguaçu. Cocomuts are produced 245 [423] chiefly on large properties which are frequently owned by urban families. [464] The plantations are operated with hired labor drawn from the coastal [438] population. When harvested, the coconuts are sold in the urban markets [258] of Salvador and other cities and towns. Very little of the Recôncavo [439] production is converted into oil, and little is exported.

Oranges. The navel orange is a Bahian development, a mutation [433] of the orange brought from Europe. The main centers of Brazilian production, however, are elsewhere in the country, and cultivation of orange within the Recôncavo is primarily for local consumption.

245 311 Scattered orange trees are a feature of the rural and urban landscape in many areas. In addition to this generalized cultivation, which frequently is not shown in the official data, there is commercial production in the environs of several urban centers—Alagoinhas, Santo Antônio, and to a lesser extent, Salvador (Maps 61 and 62). The [489] [443] cidades of Alagoinhas and Santo Antônio are both markets for part of the local crop; moreover, both are on the railroads leading to Salvador, which is the chief market for the entire region. In addition to these three main concentrations, there are numerous orange groves in the Southwestern Recôncavo which apparently serve both local and regional markets, though on a small scale. In general the relative area in orange groves is not great, yet in 1948 they occupied 10 per cent of the cropland of Alagoinhas.

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245 438 [471] Oranges, like coconuts, are usually grown on plantations. The capital investment in tree crops is usually too great for small cultivators. Moreover, as a highly perishable crop, oranges require more or less direct marketing, which is frequently beyond the capacity of the small grower. If oranges were marketed by trickling from the small grower through the hands of merchants, buyers, and the like, as is tobacco, they would be spoiled long before reaching the consumer. The small cultivator can market his handful of oranges only in the local market.

241 433 Supplementary Crops. Although the official data show only a very limited distribution of minor supplementary crops, their cultivation is not confined to those municípios where exceptionally conscientious [262] statistical agents have made detailed records. The common vegetables--green beans, onions, garlic, and tomatoes--are cultivated in small quantities in all parts of the Recôncavo and are a traditional part of Bahian dishes. Around the cities and towns there is some specialization [443] in vegetable farming, but there are no major concentrations. The Salvador market is supplied with produce from a broad rural zone which includes [489] most of the Recôncavo. The produce is brought to the city by donkey, truck, or by sailing boat.

The most important of the supplementary commercial crops is [134] pineapple, which is produced on the sandy soils of the Northern, and to a lesser extent, Southwestern Recôncavo. There is very scattered production of grapes, cotton, rice, and white potatoes, but there are no important centers of cultivation of these crops.

245 311 Minor Spontaneous Tree Crops. Mangoes are very common within the houseyards of Salvador and throughout the humid Coastal Plain. In

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neglect the critical tobacco producing areas. It seems to be true that the chief recipients of political and economic attention have been the traditionally important sugar cane area, and more recently the cacao zone. The people of the tobacco area complain particularly about the lack of roads.

Not only is manioc the basic source of subsistence for the Recôncavo, it is also the second crop in value of production. Its cultivation, as has been seen, is closely associated with the production of tobacco, so that the Southwestern Recôncavo, which produced 63 per cent of the tobacco crop, also contributed a very large part--48 per cent--of the total value of manioc (Map 121). However, manioc is important in its own right, as well as in its relationship to tobacco. No data are available to indicate the importance of manioc as a surplus product which is sold beyond the borders of the município in which it is grown. A rough estimate can be made by assuming that the per capita consumption of manioc is 400 kilograms per year--this is the mean consumption for the state of Bahia. Using this figure in conjunction with the population data, it is possible to estimate that in 1948 about 30,000 tons of surplus manioc was produced in the Recôncavo. Ninety per cent of this surplus was produced in the municípios of the Southwestern Recôncavo. It is significant that many of the trucks passing from the Southwestern Recôncavo to Feira de Santana and Salvador are piled high with bags of farinha de mandioca. The total value of commercial manioc would be about Cr.$6,500,000, so that on this basis manioc is the fourth or fifth most valuable commercial crop of the Recôncavo. Using the above method of determination, it was found that several municípios adjoining the region also produced surpluses of manioc. The most notable of these were the four municípios adjacent to the Southwestern Recôncavo--Nazaré, São Miguel, Santo Antônio, and Castro Alves--which produced a

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CHAPTER I

MARKETING, TRANSPORTATION, AND PROCESSING OF AGRICULTURAL PRODUCTS

44

Introduction. The institutions of marketing, processing, and transportation in the Recôncavo are of two basic types, local and regional. Those which serve the local economies, that is, the municípios, are traditional. These are the municipal market and the casa de farinha [178] (manioc mill). The institutions which serve the regional economy--sugar and tobacco processing plants and marketing systems--have their traditional element but have been extensively modified in the last half • 489 century. Much the same division is reflected in the transportation systems of the Recôncavo, for although the chief media within the local economies are essentially traditional and primitive, the transportation 128 net of the region as a whole has a number of modern features. The discussion which follows will deal with the various institutions which have developed in the Recôncavo to accommodate the marketing, transportation, and processing of the more important agricultural products.

443 Marketing of Agricultural Products. Municipal markets play an important role in the exchange of the agricultural products in the Recôncavo as in most of Brazil. Large quantities of agricultural goods are sold within the local area in which they are produced, and much of this exchange takes place within the municipal market. The feira is the regular open market which usually is held once a week in the smaller centers but somewhat more frequently in the larger cities. It [366] is usually housed in a public building, the municipal mercado. The other type of municipal market is the matadouro municipal (slaughter

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443 [452] [427] Many shopkeepers are also land owners, and their tenants as a matter of course are also their customers and their debtors. The livestock raised by the agriculturalist may be sold on the hoof at the feira or taken to the matadouro municipal (municipal slaughter house). The meat is sold either at the slaughter house or at the feira.

In the larger centers the market tends to last throughout the week. In the medium-sized centers there are a few offerings each morning, and often there is a small feira in the middle of the week. Some major cities, such as Cachoeira, Feira de Santana, Santo Amaro, and Salvador, have source areas larger than their municípios. For [489] [494] example, the market at Feira de Santana invariably draws scores of trucks, each laden with people and produce, from places as distant as Cruz das Almas, Ipirá, Serrinha, and Santo Amaro. The most important general market in the Recôncavo is the Saturday feira at Agua de Meninos [505] in Salvador. This market is located on the low-lying tidal flats beside the Bay, and many of the agricultural products which are sold [489] [494] here are brought by sailing boats. Trucks, carts, streetcars, trains, and pack animals are also used to transport produce to this market. It is here that a very large portion of Salvador's population purchases the agricultural products of the Recôncavo. This market is also the source of supply of the street vendors who hawk fruits and vegetables through the streets of the city. Salvador also has a smaller central market--the Mercado Modelo--and a number of minor neighborhood markets which usually are open for part of each day.

442 443 233 The campo de gado (cattle fair) at Feira de Santana is the only important specialized public market in the Recôncavo; and, as has been seen, it plays a very critical role in the agricultural economy of the region and of the state. On Monday mornings thousands of cattle change hands in the pens and weighing compounds at this fair.[1] Because the

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249 in meeting his contract with the agent. The result of this and other
442 speculative practices is that the price of tobacco tends to spiral upwards
438 throughout the season.
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The crop is delivered to the buyer in small lots--10 to 15 kilo-
249 grams--which are assembled, graded, and baled. The bales are taken to
276 the warehouse of the agent where they are added to other bales to form
438 a large pile in which fermentation can take place. After fermentation
442 the bales are broken, and the leaf is re-sorted. With the better grades the sorting is done very carefully, and a large number of size and texture grades are separated. Intermediate grades are sorted less carefully, often by bundles rather than by individual leaves. The poorest grades are stripped without grading. After sorting or stripping, the leaf is again placed in bales and kept in the warehouse until transport can be arranged to deliver the tobacco to Salvador or to the cigar factories.

249 Most of the tobacco produced in the Recôncavo is exported. In the
433 years 1946 to 1950, inclusive, 166,676 tons of leaf tobacco were produced
439 in Bahia and 128,567 tons were exported, so that about 75 per cent of the total crop of the state was exported.[2] However, the exported leaf is made up of the choice tobaccos, that is "Mata Fina," which are largely grown in the Recôncavo. It may be concluded from this that at least four-fifths of the tobacco crop of the Recôncavo was exported during this years. Tobacco exported from the Recôncavo normally composes 70 per cent of all the tobacco exported from Brazil. In value, the tobacco exported from the Recôncavo was less than 1 per cent of the total exports of all products from Brazil.[3]

482 Transportation. The backs of men and of animals are the basic
492 transportation media in the Recôncavo: almost all goods begin and end
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their journeys thus, and many agricultural products are transported in no other fashion from the site of cultivation to the ultimate consumer. In each of the municípios of the Recôncavo, as in almost all of Brazil, there are extensive areas which are neither on nor near roads. In these areas, but also along the highways and in the cities, men and beasts of burden transport the products of the agricultural economy. Long distance transportation, formerly dependent on animals, has been changed in the last half century by the introduction of railroads and more recently, automotive vehicles. In a similar fashion, both primitive and relatively modern transport are used on the waters of the Báia de Todos os Santos and of the various estuaries. Most of the agricultural products which cross the Bay are carried on open-decked sailing vessels and canoes, but there are also a number of motor vessels and motorboats which provide relatively effective transport from Salvador to all the cidades on or near tidewater.

In the tobacco-manioc region, and in rural Brazil generally, the donkey or the mule is the characteristic beast of burden. On the backs of these animals the bales of tobacco, the sacks of manioc and farinha de mandioca, and the baskets of corn and vegetables are carried to the market. The equipage of the donkey is simple--a halter and a rough crosstree pack saddle with a thick pad of vegetable fiber. In the sugar cane region the donkey is supplemented and, in most areas, almost supplanted by the ox cart. The ox cart of Bahia, essentially like the carts used in other Brazilian sugar areas, is built of heavy wood, with a thick wooden bed and tongue, wooden axle, and solid wooden wheels about five-feet in diameter. This high, massive contraption has no bearings, and in dry weather especially it is frequently necessary to repair the wheels and axles. The ox cart is an admirable device for the Cretaceous lowland, for with its high wheels it can carry as much

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as a ton of cane through the rain-softened clay. It is pulled, depending upon the load and the condition of the route, by four, six, or eight oxen. It has no brakes, although occasionally a long pole is used as a drag. The cart and the team are managed by two people, a man who rides the cart, goads the wheel oxen, and shouts directions, and a boy who runs in front and turns the lead oxen with a long slender pole. As has been seen, a very large number of oxen are maintained on the sugar cane plantations and the accessory ranches of the area. Donkeys are used in the cane area for lesser tasks, such as carrying seed cane, tools, and subsistence products; both horses and mules are used for riding--usually the plantation foremen ride the patient, slow-moving mules, while the owners and administrators ride the small, agile horses which come from the sertão. In most other parts of the Recôncavo, in the littoral forest and in the dry caatinga, the donkey and mule are the universal beasts of burden.

One município of the Recôncavo--Coração de Maria--has no motor roads, and is thus served only by pack animals. The cidades of all the other municípios are on highways of some sort, but usually only a single road passes directly across the município. The back-country of the municípios, which in this sense includes about nine-tenths of the total area, is criss-crossed with a network of trails. Some of these are wide enough for an ox cart, or in very good weather, for a jeep to pass through. Many others are only narrow paths winding through the second growth and passing between cultivated fields.

Land transportation between the various parts of the Recôncavo has less direct agricultural importance than in the United States, since so much of the agricultural produce is consumed within the município in which it is grown. Those agricultural products, such as tobacco or sugar, which are destined for non-local or external markets are

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505 [226] abuse by the sea and by man. While some of these boats are used for fishing in the Bay and in the ocean, their most important function undoubtedly is bringing food from the areas around the Bay to the city of Salvador. On the return trip, they carry building materials, [249] [257] manufactured articles, and passengers. The usinas of the coastal sections of the sugar cane area use these vessels to transport cane to the mill and to deliver the products of the mill to Salvador. Several of the cities on the Bay are very much dependent upon this means of transport, especially São Francisco and Maragogipe, which for all practical purposes have no road connections.

Motor boats serve to connect Salvador and the island of Itaparica. All of the tidewater cidades of the Bay and, in addition, São Roque do Paraguaçu and Nazaré are connected with the city of Salvador by scheduled motor vessels which carry many passengers and small quantities of freight. These vessels ascend and descend the estuaries with the tide. The head of navigation on the Rio Paraguaçu is Cachoeira, and on the Rio Sergi is at a landing on the outskirts of Santo Amaro.

• 489 241 433 These various transport media provide for the movement of people and goods across the Recôncavo. They are generally able to meet the immediate demands of the agricultural economy without excessive delays. The available media of transport are used to the fullest extent; busses, trains, and motor vessels are always crowded, and the trucks are always busy. However, the poor roads, the archaic railroads, the taxes on the movement of goods, and the high cost of vehicles clearly set a limit to the expansion or the intensification of the agricultural system. The rationalization of agriculture in the Recôncavo would require considerable expansion and improvement of the system of transportation.

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249 Processing of Agricultural Products. Each of the three principal
252 crops of the Recôncavo require processing before it can be consumed.
276 Sugar cane and manioc are highly perishable, and both are processed in their entirety within the region. Tobacco, once it is fermented, can be stored for longer periods, so that there is no necessity for immediate processing within the Recôncavo. Sugar cane is processed in large usinas and to a lesser extent in engenhos (primitive sugar mills). Tobacco
[277] products are fabricated in small-scale home industries and in factories. Manioc is converted into farinha de mandioca in very small mills.

249 The cultivation, transportation, and processing of sugar cane
489 require an integrated system in which there is some form of centralized
471 administration. The larger usinas own and operate most of the surrounding cane plantations and the associated transportation system, and administration is direct. Where cane is purchased from furnishers--privately-owned plantations--the mill specifies the type of cane which it will buy and the schedule of delivery. Most of the sugar cane in the Recôncavo is processed by usinas, which produce sugar, rum, and alcohol. However, there are a number of engenhos and a few smaller usinas which specialize in the production of rum or crude sugar. The engenhos are most important around the margins of the main sugar cane area north of the Bay and in Cachoeira and São Félix, but the usinas dominate the core area of cane production in Santo Amaro, São Francisco, and São Sebastião. Within the core area the big usinas generally are located near but not on the main railroads, although a few are situated near the shore of the Bay.

249 The harvested sugar cane generally is delivered to smaller mills
492 by the grower, usually on ox carts. The larger mills receive their
249 cane via the railroad or the Bay. In these cases the cane is trans-
499 ported by ox cart from the cane fields to a weighing station, from
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249 decline of the old system of independent plantations and small usinas and
471 the rise of agricultural capitalism in the Recôncavo as in Brazil's other
178 sugar areas. With greater capital resources, drawn from Salvador, Rio de Janeiro, and São Paulo, the large companies are slowly buying up the fazendas of the core area of sugar cane production and are closing out the small mills.

249 The typical usina involves a large-scale organization of land,
471 transportation, processing, and labor by means of an administrative hier-
489 archy. Timing is one of the critical aspects in converting cane to a finished product, for the harvesting of the cane and the operation of the mill must be closely coordinated. A basic factor in this coordination is the weather, which governs the quality of the cane, the transportation of the harvest, and thus the operation of the mill. In dry weather the
[492] [493] sugar content of the cane is high, and the ox carts move easily through the fields. In wet weather the harvesting bogs down, and the operation of the mill comes to a standstill. Since the fixed costs of the mill and the plantations are very great, delays in harvest are costly to the in-
249 dustry. Another important administrative problem for the industry is
464 labor. The sugar economy depends upon itinerant seasonal labor and upon the declining local agricultural population. Occasionally the operation of the mill is delayed because of labor shortages. It is sometimes necessary to shift labor from the fields to the mill or vice versa or from one plantation to another and to balance the cost of maintaining a labor reserve, if available, against the losses incurred when the op-
249 eration of the mill is curtailed. The scope of operation of the usina
471 may be illustrated by a list of the major physical equipment of one of the large usinas in Santo Amaro:

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of livestock, which had a value greater than sugar cane but less than manioc.

Agricultural activities within the Recôncavo are localized in several distinct sub-regions, each with a specialized system of cultivation and each with either one or two principal crops. The primary agricultural subdivisions of the region are: (1) the sugar cane monocultural sub-region; and (2) the tobacco-manioc sub-region.

249 Sugar cane is grown as the exclusive crop in its major area of production--the pocket of coastal plain north of the Baía de Todos os Santos. Cane is generally cultivated under a four-year monoculture and one-year fallow system on large properties employing large quantities of hand labor and using oxen to draw plows and carts. Neither fertilizer
407 nor agricultural machinery is used to any appreciable extent. Most of
492 the animals used as labor in the production of sugar cane are brought
231 into the area from the sertão, and little livestock breeding is found
233 in this area. The processing of sugar cane is in the hands of a small
471 number of medium-sized usinas. The companies which own these usinas
178 are gradually buying up the plantations so that to an increasing extent the mills directly control the production of sugar cane. Most of the
497 cane is brought to the usinas by railroad, although sailing boats are
489 used for this purpose along tidewater. Most of the sugar produced in
505 the Recôncavo is consumed within the state of Bahia, but small quantities
438 are shipped to other parts of Brazil. Both the aristocratic upper class
439 and the rising non-aristocratic business interests of the Recôncavo are
565 involved in the ownership and administration of the sugar industry. The
471 permanent labor force is supplied from the settlements of the sugar cane
492 plantations and the mills, but the rural population and the labor force
464 of the sugar area are declining. Seasonal labor for the harvest comes
178 from the interior sertão of Bahia.

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249 [457] purchased in Europe at the expense of precious foreign exchange, tobacco can be processed for the trade with only a shed and a few crude presses. [489] Rather than a relatively expensive rail net to assemble the crop, tobacco can be carried by truck, small boat, or even by pack animal. Moreover, since the cultivation of tobacco is integrated with the production of food and is primarily an activity of small farmers, it is possible to adjust the size of the crop from year to year with a minimum sacrifice of capital investment.

277 The tobacco industry of the Recôncavo has a number of disadvantages as a base for commercial development which may be summarized as problems of: (1) land; (2) markets; and (3) system of production.

249 311 Leaf tobacco production in the Recôncavo and in the adjoining areas of Bahia is confined to a narrow belt between the humid edges of the Uplands and the dry interior of the state. [134] An expansion toward the coast would bring tobacco first into the Intermediate Hills where the upland soils which are preferred for tobacco cultivation are of limited area and then into the humid lowlands in which the Cretaceous soils are unsuitable, apparently, for the cultivation of quality leaf tobacco. [132] and in which the Tertiary soils are extremely infertile. An expansion westward would bring tobacco into an area where the precipitation in [134] most years is inadequate. The interior north of the tobacco area is dry and has very poor soils, the Tertiary upland soils. There is an [137] opportunity for the further expansion of the cultivation of tobacco toward the southwest along the forest and scrub forest boundary into a region which produces the same general type of tobacco as the Southwestern Recôncavo--the "Mata" grade. This apparently is the meaning of the increased tobacco production in Santo Antônio. It should be possible, at least as far as the soils and climate are concerned, to continue the expansion toward the southwest into the adjoining

The railroad from Salvador to the interior passes about 15 kilometers east of Vila Recôncavo, and the planters situated near it experience the same difficulties of horseback travel when getting the train to go to the city.

There is no public transportation within the county. The train is so far from the town of Vila Recôncavo that it is not used by the town dwellers. Most of the population walks to wherever it is going, except to Salvador. Few people in town have horses or mules, for there is insufficient pasture nearby. As a result of the poor roads, the townspeople are dependent upon water navigation, a factor which helps to orient them to other towns by the water's edge and discourages communication between the town and the plantations of the interior of the county. At any season, there is little happening in the plantation area to attract the townspeople. On the other hand, people from the plantation come to the town, especially to see the doctor, for a special Mass, or to take the boat to Salvador. They rarely come for the movie, except those few subsistence gardeners (roçeiros) who live nearby, for travel is too difficult. During the dry season almost all transportation of goods is accomplished by an ox-drawn cart (carro de boi) with two large, solid wooden wheels drawn by eight oxen (junta de boi). The cart is driven by a man, and the oxen follow a small boy who walks in front of them.

The community of Vila Recôncavo comprises an area of some 80 square kilometers in the shape of a semicircle, bounded on one side by water and on the other by a high ridge. This area, which includes the town of Vila Recôncavo, forms a natural as well as a cultural unit. The remaining 100 square kilometers of the county fall into two subregions, one very small area which is oriented toward Centro and Cana-Uba (see map), and another which is strongly oriented toward Salvador. The three areas are drawn together by local administration: police, school system, tax collecting, and the collection of statistics--in other words, by the formal structure of county administration.

The 80 square kilometers of the community of Vila Recôncavo are composed almost entirely of thirteen large plantations, eleven of which are devoted to the cultivation of sugar cane. Of the other two, one plants cane on a small scale and rents most of its land to subsistence gardeners, while the second is a summer home, producing nothing. Of the eleven which plant sugar cane, six belong to the sugar factory which

2: Hutchinson E-4, 5 (1950-1951) 1957 SO11 Bahia Brasiliana SO11
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occupation of the poor people, who sell them after drying in the city of Salvador. . . .[9]

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In 1837 Centro officially became a city, and for another hundred years it was the major commercial point of the sugar-Recôncavo. Gradually, however, it fell into the same pattern of decline which continues today in so much of the Recôncavo. In the 1900's a railroad was constructed from Salvador to Feira de Santana; it passed well back of Vila Recôncavo, missing it so far as to be of no aid whatsoever. Although it passed through Centro, the terminal point, Feira, became more important commercially to the state and became the new gateway to the north, west, and south of the state and of the nation.

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Although Centro is now a large town with a population of some ten thousand people and a weekly market which attracts people from the countryside and the neighboring towns, this is not enough to sustain it. Its port is now comparatively little used for the export of sugar, which in most cases goes directly to Salvador by train from the factories.

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The immediate cause for the decay of the town of Vila Recôncavo, and to a great extent that of Centro and of so many other older towns, was the loss of functions after the period of frontier growth. Those towns which had been religious centers lost this function. Military posts were no longer needed, and administrative activities became more restricted as the counties were cut down in size and as the state and federal governments took over more functions, such as schools and health programs. Railroads and trucks have lately reduced the importance of the port towns. The rural towns no longer interest the wealthy rural aristocracy who always dominated and supported them. More rapid transportation has made it possible for this class to move about from plantation or factory to the town or the city and back in one day instead of three, thus removing the need for a town house in which to spend the night. Better transportation has also made it possible for the other classes to go to Salvador easily for shopping, medical purposes, festivals, and visiting. Thus Salvador, because of its nearness and the relative ease of transportation, has taken on many of the functions of the rural

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9. Ibid., Letter XIII, p. 501 (author's translation).

2: Hutchinson E-4, 5 (1950-1951) 1957 SO11 Bahia Brazilians SO11

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county seats, functions which they would still fulfill if they were farther removed from the state capital.

Finally, and perhaps most important of all, there has been a population shift in the last half century. New centers of population and industry have appeared in the Recôncavo, and there has been a refocusing of commercial activity but no accompanying administrative reform. The old towns, such as Vila Recôncavo, have remained as county seats to carry on administrative duties and the pretense of being the center of municipal activity. Official statistics indicate a great predominance of rural inhabitants in the Recôncavo. Actually, however, much of the population lives in towns. Although these centers are not officially called towns, their pattern of living is urban and not rural. For example, the district of Richão in the county of Purificação reported in the 1940 census 442 urban and suburban inhabitants, and 9,369 rural inhabitants. This gives no indication of the existence of a large factory town which contains almost nine thousand people.

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The older towns may in the long run prove to be more permanent than the newer centers, which for the most part are factory towns, for it is possible that some day in the future the factories may close, causing a complete dislocation. In the meantime towns such as Vila Recôncavo are left out of the new developments, without industry or commerce except what can be done on a small scale, such as fishing or the weekly market. Still known as the formal centers of their counties or districts, they retain their local bureaucratic functions.

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Until the second half of the nineteenth century, the county was the principal community organization, and the town of Vila Recôncavo was the major center of attraction for its county. However, because of developments in the sugar industry, this older community structure began to change. These developments, which will be described in the next chapter, had the effect of further isolating the town of Vila Recôncavo from the main streams of life revolving about the sugar industry, which has always been the major feature of life in the Recôncavo. New developments in the industry caused new community alignments, the end results of which have been to leave the formal administrative centers, such as the town of Vila Recôncavo, out of rural community life to a very great degree. In the next chapter the history of the rural area will be discussed, linking together the town and the rural area.

2: Hutchinson E-4, 5 (1950-1951) 1957 SO11 Bahia Brazilians SO11

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the refinery, namely gasoline, kerosene, diesel oil, bottled gas, and other petroleum derivatives. As a result of the increased income, the county government will be able to build up the county seat considerably. A hospital is already being built, as well as a new dock for the boat which comes from the city.

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In Milagres, located in the neighboring county, there is already a considerable movement for breaking away from the parent county and becoming a separate municipio, a common pattern in Brazil for districts which reach a certain population and degree of economic activity. Thus there are two possibilities for urban growth in the area and for the formation of urban centers which will attract the large rural population. The town of Vila Recôncavo is close to realizing other possibilities. The construction of a road from the town to Centro has already begun, filling a long-felt need. Its completion will make it possible for cars, buses, and trucks to come from Feira, on the edge of the sertão, to Centro, down through Vila Recôncavo to Milagres, and on into the city, shortening the long trip by the existing road which follows the edges of the Recôncavo. Such traffic would "put Vila Recôncavo on the map," and would greatly increase its contacts with the outside world. In addition, the possibilities of the introduction of a new crop to the community will bring increased commercial activity and a much greater tax income, enabling the county to build its own roads and bridges and to make other improvements for the development of the area.

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Thus the community structure of Vila Recôncavo, which five years ago was in the process of crystallizing around the factory town, is now ripe for further change. The factory town continues for the present to be the major center, but the old county seat has all the possibilities of a rebirth of its former importance. In fact, because of the petroleum industry and the forthcoming changeover from sugar cane to cacao, the factory town is threatened as a community center, the position which it has only recently been consolidating.

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Finally, one of the most important changes in Vila Recôncavo in these five years is a change in attitude on the part of the people. Vila Recôncavo was always known as a conservative community, maintaining its old traditions and ways, rejecting innovations. However, there is now an air of expectancy and a search for new ways and new things. Dissatisfaction with the sugar industry, combined with the appearance

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The other important occupation is fishing and there is the new petroleum industry. In Vila Recôncavo, bureaucracy plays a large part in the economics of the urban upper-class. The municipal secretary, the statistics agent, the federal and state tax collectors and their clerks, the postmaster and various other 'white collar' positions belong to this small group. Often members of the municipal government divide their attention between commerce (owning small stores) and their government jobs. Despite its long history and rather easy communication with the large city of Salvador, Vila Recôncavo is still an isolated community. After landing in the town from the regular steamer coming from Salvador, one must proceed inland either by foot or by animal. The only motor vehicles in the community area (except for those of the petroleum industry) are a truck and a delivery-type pick-up truck owned by the São Pedro *usina*. One hears from all classes that the town is backward, abandoned and dead. It has had a glorious past: wealth, the large and beautiful *sobrados* of the barons who were *donos dos engenhos* (owners of the *engenhos*), two beautiful churches, a national guard post with almost 1,000 soldiers stationed in it, a record of bravery and leadership in the war for Independence in 1822, and a place worthy of a visit from the emperor, Don Pedro II. Today the *sobrados* are in ruins, or have disappeared completely, as today's *donos dos engenhos* remain on their plantations or in the city, forsaking the town. The military have gone, the splendours of the religious feast-days are no more. Vila Recôncavo is representative of the decadence which has overtaken the entire area. Today it is known only for its *xangô* and shrimps.

IV. In the United States an absolute 'line' is drawn between white and Negro. A person who is not white is a Negro, however small the percentage of Negro blood may be. In Vila Recôncavo, this 'line' is recognized rather than drawn. A distinction between Negro and white is always kept in mind when classifying an individual. Everyone knows who is 'pure' white and who is not. Classification by race is one of the most important aspects of local culture, and one of the most difficult aspects for the outsider to grasp. *Bahianos* of the Recôncavo feel that one may instantly recognize the difference between a 'pure' white and a mixed white-Indian, white-Negro or Negro-Indian, but they do not let it go at that. They classify or minutely describe each person; they classify according to skin colour, according to hair form and according to facial features, and their classifications or racial types are used in everyday conversation. Just as it would be said in the United States that someone is short and fat, the people of Vila Recôncavo will describe a person's colour and hair.

4; Pierson Z-4,5 (1935-1937) 1967
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[City of Salvador]

Conversation is carried on in the Portuguese vernacular, with a limited vocabulary and numerous errors in grammar. Many words of African or native Indian origin are commonly heard. Transport is primitive. Here the fetish cult, and the attitudes, sentiments, and beliefs associated with it, gains its most zealous and faithful devotees. Here, cut off quite sharply from participation in the upper levels of European culture, live that portion of the population which the upper classes refer to as *o povo*, and who think of themselves as *os pobres* ("the poor").

The social gulf between the *pobres* of the valleys and the *ricos* of the ridges is wide and not easy to bridge. This is, of course, to be anticipated in a society with an aristocratic tradition whose upper circles still look somewhat askance upon manual labor and have always regarded education, family connection, and "good breeding" as indices of class. Attitudes in this respect have changed little since the time when the abolitionist Anselmo da Fonseca felt it necessary to apologize for including the name of "a man of the people," a humble Negro shoemaker, among the prominent upper-class abolitionists of Bahia, arguing that "intelligence, patriotism, and truth are not the privilege of any one class" and explaining that this particular individual had been more useful to the abolition cause than many "more noble."

The upper classes habitually refer to members of the lower classes as *trabalhadores* ("laborers"), *operarios* ("workers"), or *o povo baixo* ("common people") and humorously caricature them by a cartoon character known as Zé Povinho, an illiterate, stupid, and unprepossessing lout. To their children they often direct such phrases as "não seja gentinha" ("don't be like common people"), "não tenha modos de gentinha" ("don't take up the manners of common people"), "não ligue a (or *para*) povo miudo" ("don't attach yourself